POMONA RACES THIS WEEK-END

See Page 1

MOTOR RACING

Vol. II—No. 1 119 Los Angeles, Calif. (Published Bi-weekly) October 19-26, 1956 Price 15c

IMPOSING SPORTS CAR CLUB PLANS FOR L. A. AREA BARED

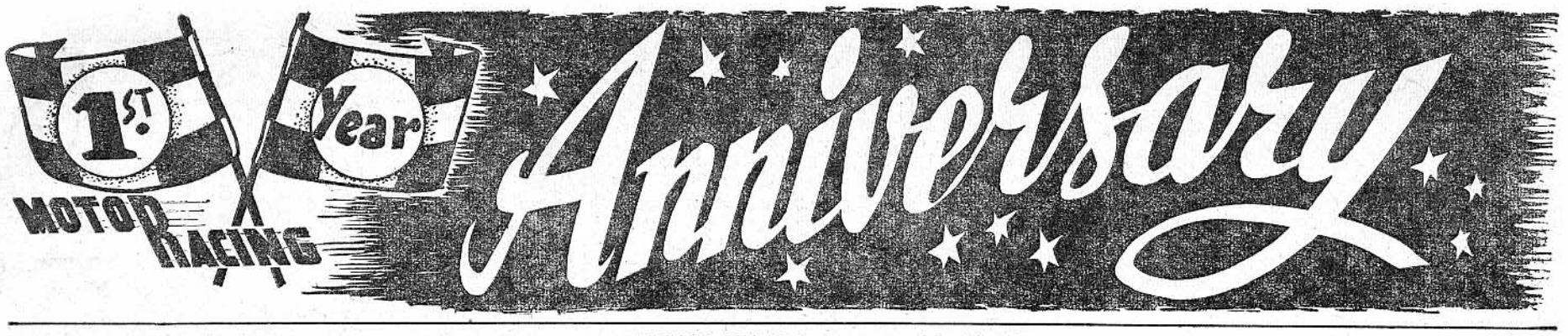
See Page 1

—Lester Nehamkin

RUGGED ENTRIES—Two of the big name drivers piloting John Edgar's 4.9-liter Ferraris at the SCCA National Palm Springs races, Nov. 3-4, are Jack McAfee, Manhattan Beach, left, and Carroll Shelby, Dallas. Adding to the scenery is pretty Stephanie Bruton, "Miss Palm Springs." Qualifying races are set for Saturday, seven events Sunday.

STIR OVER HOT SAVIN AC ACE

See Page 1



MOTOR RACING

Vol. II—No. 1 (Published Bi-weekly) 119 Oct. 19-26, 1956

MOTORACING is one year old with this issue, and you'll have to agree with Staff Artist Bill Harmer that it's an awfully big baby. A million thanks to subscribers and advertisers for making possible our tremendous growth in that short period.

WORKING ON the building of an imposing Sports Car Club for motoring enthusiasts here are, left to right, Dr. Richard L. Comen, William C. Hanna, William T. Doyle and Cameron "Cam" Cooper, all active in Southland Sports Car circles.

Sports Car Club Planned In L.A.

UNLIKE MANY of the phony, ersatz deals that come up in Southern California, such as $100 million dollar racetracks, etc., this is a story on something that makes sense and that, handled right, will become a reality, in the opinion of MOTORACING.

It is a Sports Car Club—a proposed corporation to organize and operate a fine continental restaurant, bar and club catering to motoring enthusiasts.

Early estimates of the cost of such an undertaking—land, building and accoutrements—run in the neighborhood of $150,000.

Where will the money come from for such an imposing project?

It will come through the selling of stock. More details on this phase of the operation will be announced soon in MOTORACING.

Who is behind this project?

FOUR LEADERS

At present there are four men doing the engineering, all highly-regarded in the Southland world of sports cars. They are Dr. Richard L. Comen, a dentist who is a charter member and director of the Santa Monica 4-Cylinder Club of America, in addition to being editor of that

(Continued on Page 7, Col. 1)

Krause In Pro Race

(Photo on Page 3)

WILLOW SPRINGS, Oct. 19—This 2.5-mile course will be invaded by scores of cars and drivers from professional Road Racing Register, Sunday, Oct. 28, with prospects bright for that group's finest meet to date.

Sports cars will be augmented by speedy Grand Prix motorcycles. Topflight riders and machines figure to stage some of the hottest action ever viewed at the desert course.

Bud Goodwin of RRR says Bill Krause will pilot Arnold Krause's D-Jaguar to head up the sports car entry list's modified category. Goodwin's Lincoln-Kurtis and Bart Spiegelman's blown Jaguar-Kurtis are other top contenders. Johnny Martin hops into a Mercury-Allard.

Krause has been racing successfully as an amateur in club events.

HILL-SHELBY DUEL LOOMS

Pomona Race Card Next

SECOND RUNNING of the Pomona sports car races is scheduled for the new 2-mile L. A. Fairgrounds track, Saturday and Sunday, Oct. 20-21.

Eight races are slated Saturday, six Sunday, with start at 12 noon each day. Sunday's under- and over-1500 cc main events are one-hour affairs. Program is sponsored by the California Sports Car Club.

Leading main event entrants include Bill Murphy, Buick Kurtis, winner of his five straight main events; Masten Gregory, Fred Woodward, Max Balchowsky and Harrison Evans.

Gregory, Kansas ace making his first Southland start in many months, drives Temple Buell's Ferrari Testa Rosa.

The under-1500cc division includes Ken Miles, in his new Porsche-Cooper which has been

built and readied by Dick Troutman, and Richie Ginther, in a Porsche Spyder. Other standouts are Bob Oker, in Ed Savin's AC Ace Bristol, and Bill Pollack, Alfa Super Sprint.

REVAMPED FERRARI

Watch the next issue of MOTORACING for photos of new body made for Tony Parravano's 4.9-liter Ferrari by Jack "Willie" Sutton. The frame has been shortened five inches, redesigned for shorter, tighter circuits.

CARROLL SHELBY
Drives Edgar's 4.9 Ferrari

MASTEN GREGORY
Tops Pomona Entries

SECOND HIGHEST

Production of the 1956 model Mercury cars was the second highest model year production in Mercury history and fell less than 2,000 cars short of an all-time record.

Palm Springs Lures Stars

By Flavio St. Germain

PROBABLY THE biggest sports car racing crowd of the year—35,000—will be treated to a tremendous duel between two of America's premiere drivers — Phil Hill, of Santa Monica, and Carroll Shelby, of Dallas at the first National SCCA Palm Springs road races, Nov 3-4.

Although it was originally believed Hill, just back from a fine season in Europe, would drive for Johnny von Neumann, he told MOTORACING he would pilot a 3.5-liter Ferrari for George Tilp, wealthy manufacturer from Short Hills, N.J.

LURES STARS

This is the same Ferrari Hill drove in the Portugal Grand Prix of Oporto, at Rouen, France, and Bari, Italy, during the past European campaign.

While Hill was competing in nine European races this season, Shelby who also is well-known to Southern California road racing fans, was chalking up a sensational string of victories in SCCA races from one side of the U. S. to the other.

DRIVES FOR EDGAR

The slender Texan will be gunning John Edgar's power-brimming 4.9 Ferrari.

Also adding plenty of zest to the 35-lap big-bore, and a distinct threat himself, if Jack McAfee, Manhattan Beach, driving

(Continued on Page 6, Col. 4)

Savin AC Ace Bristol..Stock or Modified?

WINNING AT SACRAMENTO

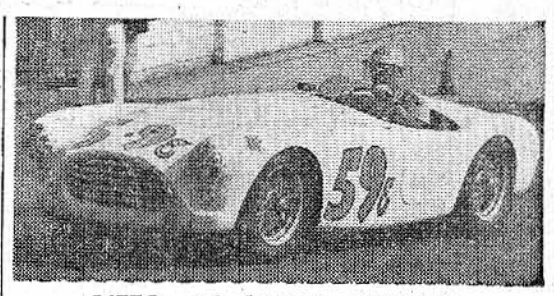
By Gus V. Vignolle

IT WASN'T too long ago that when the boys gathered 'round to shoot the sports car bull, the talk inevitably turned to Ferraris and Maseratis and the scuderias of Tony Parravano, John Edgar and John von Neumann.

And if the chatter dwindled down to the lower classes, all you were liable to hear was about the famous Porsche Spyder. But not often. The class F giant killer was taken for granted.

It's not that way any more. They take time out now to talk about a rugged combination in class E—a fellow named Ed Savin, who is an imported car dealer in East Los Angeles; a

(Continued on Page 3, Col. 1)



DITTO AT SANTA BARBARA

• Racing Pow-Wow

By Maury Powell

HEFTY INCREASES NOTED IN FOREIGN CAR BUSINESS

HAVE BEEN mulling over a jillion ways to open this column without being trite, but inspiration is lacking so, begging your pardon—HAPPY BIRTHDAY TO MOTORACING!

We hope you've enjoyed half the fun reading Motoracing as the staff has had getting the paper into your hot, clutching hands. That is, it's been fun for everyone with the possible exception of a gal named June—who is ready and willing but unable to re-write some of Uncle Sam's postal regulations. What that poor gal doesn't go through to get your papers into the mails!

Maybe June thinks we of editorial and advertising fail to appreciate her efforts, so I thought this would be an appropriate time to devote a few lines of type saying, "Thanks a lot, June."

★ ★ ★

Didja see Wall Street Journal's report on the imported auto boom?

Here are a few highlights from Daniel M. Burnham's yarn: Some 42,400 foreign cars were sold in the first half of 1956 . . . This was 69% above the 25,100 units of same period previous year . . . Total for 1956 looms well over the 58,000 sold in 1955 . . . The 1956 first-half figures, while representing only 1.7% of the 2.8-million Detroit autos sold the same months, is up from the 1% of the previous year while Detroit in 1956 suffered about a 10% decline from 1955 . . . In the January-thru-June period, 375 Volkswagen dealers sold 25,520 cars in U.S., more than double the 10,280 same period of 1955.

REVAMP TRIUMPH DISTRIBUTING SETUP

Also: dealers' complaints regarding lack of cars and parts is answered by manufacturers who blame shortcomings on recent strikes, government controls and shipping difficulties . . . Jaguar completed a parts depot in New York carrying $2,000,000 stock and hiked distributors from two servicing 200 to 10 handling 300 dealers . . . A. E. Bethel, veepee of Standard-Triumph Motors, says the Triumph TR3 distributing setup will be revamped for 1957 . . . Robert Lamaison of Renault admits Americans now set the fashion in car design, pointing out that the Dauphine was designed for American women, except for the luggage compartment which was built around a golf bag . . . The Sports Car Club of America's membership has risen from 2,500 in 1951 to better than 8,000 today . . . VW management is using designs drawn up in mid-1930s but says no new important changes loom; they cite that VW sedan bought new in 1951 for about $1,700 is worth about $700 today, compared to a Ford two-door sedan bought for $1,620 in 1951 now selling for $475 in New York City . . . Best seller among imported strictly sports cars is the MG-A, with sales of 1,800 in first half of 1956.

NO PHONEY SANTEE ENTRY THIS TIME

TEEPEE TAPPINGS—

Saw the new Lincolns previewed recently and can tell you they're real corkers, if you care for Detroit iron. And, they do look big enough for a bowling alley from the side view! . . . I can't agree with CSCC officials anticipating a hike in Pomona course attendance; at this writing, they haven't come up with a **Wes Santee** phony to wring extra publicity from a rather lacklustre entry list.

Les Gaylord, claimant to being the first promoter of modern sports car road racing in Colorado, is now a Southern California resident . . . Gaylord's event was staged in the fall of 1951 at Aspen, Colo., where he operated the Norway Lodge, and he also had a major part in the '52, '53 and '54 road races there . . . While touring Europe in 1949 with wife Jean, he bought that year's TC model for transportation. Set for return, they found themselves unable to part with it at Naples, so had it shipped back on boat with them . . . This put them into the states with $7 cash in pocket! . . . The TC was traded in for a Jag in '52 and they've owned four since then . . . Set Georgetown, Colo., hill climb record over gravel course couple years back . . . The Gaylords adopted cute little Austrian girl named Heidi in Europe last summer . . . They're building a special for 1957 racing, but Les, now a mechanical engineer at Lockheed's Burbank plant, is open for a ride in the interim.

Final World Championship DRIVER STANDINGS

	GP of Argentina	GP of Monaco	Indianapolis	GP of Belgium	GP of France	GP of Britain	GP of Germany	GP of Europe (Italian)	Total
1. Juan M. Fangio (Argentina)	5*	4*	—	—	4*	8	9*	3	30
2. Stirling Moss (England)	—	8	—	3*	1	1	6	9*	27
3. Peter Collins (England)	—	3	—	8	8	3	—	3	25
4. Jean Behra (France)	6	4	—	—	4	4	4	—	22
5. Pat Flaherty (United States)	—	—	8	—	—	—	—	—	8
6. Eugenio Castellotti (Italy)	—	1.5	—	—	6	—	—	—	7.5
7. Paul Frere (Belgium)	—	—	—	6	—	—	—	—	6
Carlos Godia (Italy)	—	—	—	—	—	—	3	3	6
Sam Hanks (United States)	—	—	6	—	—	—	—	—	6
10. Jack Fairman (England)	—	—	—	—	—	3	—	2	5
11. Ron Flockhart (Scotland)	—	—	—	—	—	—	—	4	4
Don Freeland (United States)	—	—	4	—	—	—	—	—	4
Mike Hawthorn (England)	4	—	—	—	—	—	—	—	4
Luigi Musso (Italy)	4	—	—	—	—	—	—	—	4
15. Alfonso De Portago (Spain)	—	—	—	—	—	3	—	—	3
Johnnie Parsons (United States)	—	—	3	—	—	—	—	—	3
Caesar Perdisa (Italy)	—	—	—	2	1	—	—	—	3
Harry Schell (United States)	—	—	—	3	—	—	—	—	3
19. Ramon Da Silva (Argentina)	—	2	—	—	—	—	—	—	2
Oliver Gendebien (Belgium)	2	—	—	—	—	—	—	—	2
Horance Gould (England)	—	—	—	—	—	2	—	—	2
Dick Rathmann (United States)	—	—	2	—	—	—	—	—	2
Louis Rosier (France)	—	—	—	—	—	—	2	—	2
Gigi Villoresi (Italy)	—	—	—	2	—	—	—	—	2
25. Sal Gernia (Italy)	1.5	—	—	—	—	—	—	—	1.5
Chico Landi (Brazil)	1.5	—	—	—	—	—	—	—	1.5
27. Paul Russo (United States)	—	—	1	—	—	—	—	—	1

***Includes one point for fastest lap turned during race. Russo's one point is for the fastest lap at Indianapolis. The total of only the five best placings count toward the world title. Points are awarded 8-6-4-3-2 in that order. Relief drivers share equally in points regardless of distance driven.**

MOTORACING

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LETTERS *to the Editor*

NOTICE

Hereafter, Letters to the Editor are limited to 250 words. Longer letters will be trimmed to that space, although every effort will be made not to destroy the context. Unsigned letters will not be published.

WILSON ANSWERS EDGAR

In a recent issue of MOTORACING, under the heading of "John Edgar Explains," he is quoted as explaining the true facts to correct the so-called misinformation regarding the no-show fiasco of his racing stable at Arcata.

Let us review the known facts at Arcata. He did enter a 4.9 Ferrari with Carroll Shelby as the driver. He did enter a 550 Porsche Spyder with Jack McAfee as the driver. The dates at Arcata were Aug. 18-19. On Thursday, August 16th he cancelled these entries with a telegram stating that these cars were in such poor shape that they would be unable to race.

On Saturday, Aug. 18th, Jack McAfee raced John Edgar's Porsche Spyder at Paramount ranch. On Sunday, Aug. 19th, Carroll Shelby raced John Edgar's 3.5 Ferrari at Montgomery Air Base, N. Y.

That is all that we stated. There is no misinformation in that statement. I have a photostatic copy of the entry blank (enclosed) and it plainly states that the entry is a 4.9 Ferrari. Now he confuses the issue with some drivel about the gear box of Masten Gregory's 3.5 Ferrari. Since he has two 4.9 Ferraris and the gear box of both are intact, I can see no connection between Shelby's 4.9 and Gregory's 3.5—how did he get into the act?

I did state that McAfee is the only West Coast member of the National Contest Board of SCCA and is also the Area Representative of SCCA and that he has an obligation to at least attend area races and help supervise these events. He has attended two events in No. Calif. this year, of which there have been seven. The entries of McAfee and Shelby were received with much publicity and fanfare. Their cancellation was a blackeye for SCCA especially with a National Officer involved.

Tom Wilson
Niles, Calif.

THIS MAKES SENSE

Reference: Column, The Inside, Oct. 5, 1956.

It seems to me that the author of the reference column is not being realistic, insofar as the paying guest is concerned, about the bad feelings existing between the SCCA and Ken Miles.

As a racing fan from way back, 1919, I have supported both foreign and domestic car races and would like to see both races scheduled for November 4th. Lacking a jet plane, I'll have to flip a coin.

I am not interested in personal grudges between racing officials and hero drivers. I feel that I am speaking for hundreds of fans when I say I am only interested in a good race, with a minimum of dust.

Speaking for myself only, if Miles or any other self-centered individual had anything to do with this unfortunate duplication of top racing dates, their own clubs should expel them forthwith for the good of racing. Sports car racing clubs and their spokesmen should refer all their verbal and written press releases to a good public relations man with the power to rearrange the facts into a more harmonious whole.

Harold Parrow
Los Angeles 65

MORE ON LORETTA

What's all this comedy about a gal named Loretta Hillman? Is this possible? Does one have to send in a classified to get into the picture? Why not get the gal's permission and run HER picture so my husband, who is a sports car fanatic, will once and for all stop thinking things?

SPORTS CAR-TOON ★ By Bill Harmer

"How often do you have to get out and wind her up?"

THE DUKE WONDERS . . .

WHAT NAME writer was practically handed an Arnolt-Bristol following a highly complimentary road test in an eastern magazine?

★ ★ ★

What well-known photog who has covered many road races without getting a scratch, spent 10 days on his back after a game of football with his small son?

★ ★ ★

If it is true that a certain West Coast writer is huddling with his mouthpiece of cook up a law suit against an eastern publisher?

★ ★ ★

How many have heard the real reason a big shot in the pro racing picture is now on the outside looking in?

★ ★ ★

What broadcaster almost created a wild situation by letting a few details on a big, hush-hush racing deal leak out ?

★ ★ ★

Which one of the two Great White Fathers of one of the clubs will be successful in "duking in" their protegees (female, that is) to take over the tub-thumping chores?

★ ★ ★

What caused all the commotion at a sports car fans' bistro t'other night and why certain people were told off and cooled off with a bucket?

★ ★ ★

If Marmaduke realizes that sometimes the Duke just gets plain tired?

★ ★ ★

If the sports car colony is aware what a really fine deal the projected Sports Car Club is?

★ ★ ★

What the clowns who said MOTORACING wouldn't last more than a couple of issues are thinking now that we've passed our first milestone?

★ ★ ★

What well-known "stock" MG driver, who took second in the pro races at Willow Springs under the handle of "Davy Crockett," still retains his amateur status?

ARTICLE WIDELY READ

Thank you very much for printing the article we submitted to you. We know it was widely read from the many letters and numerous telephone calls received.

We hope we may be able to continue to have news concerning our organization in your publication as we know of no other paper or magazine that reaches as many people as does yours.

Rennie Storey
Road Race Training Assn.
Laguna Beach, Calif.

COULD IT BE?

Through devious channels I hear that Flavio St. Germain is once again in the public eye. If this is the guy I think it is, I send him my greetings from Vorkuta and remind him that he still owes the Siberian division of the Underground Railway some 20 rubles, eight kopecks and one bottle of ersatz vodka. With luck I will collect in person. I sign myself (assumed)

Ivan Ujasha
(temporary) Lugano, Switzerland

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• Vignettes

by Gus V. Vignolle

UPROAR OVER PRODUCTION STATUS OF AC ACE BRISTOL

(Continued From Page 1)

fellow named Bob Oker, a 28-year-old Whittier machinist who can drive like a Fangio, junior grade, and a Bristol-powered AC Ace, which Savin owns and Oker drives.

Oker and the car have started twice—at Santa Barbara and Sacramento. They have been a sensation. They have belted C-Jags, Austin Healey 100Ses, Porsche Supers, Mercedes Benzes, Triumphs, ad infinitum.

The AC Ace Bristol has been running production. But it probably won't much longer. The holler that has come up can be heard to Chichicastenago. Brother, you need ear plugs to keep out the din.

In short, the beef is that the iron has as much right running production as a Monza Ferrari.

Is it production or not? And what are the rules in this dodge, which Henry N. Manney III once described as comprised of the cheaters and non-cheaters?

For production status, the SCCA says 500 cars must have been produced and specs made available. This figure will be reduced to 125 as of Jan. 1, according to word from Dr. Karl Brigandi, chairman of the Regional Contest Board, who just got back from a visit with the Westport Pharaohs.

The Cal Club's ruling calls for 25 cars.

MODIFIED STATUS AFTER JAN. 1

Both clubs now accept the car as production, but as of Jan. 1, the SCCA will not. That's definite. As of now, however, the SCCA lists it as production. Maybe they have positive proof that 500 have been produced, although such does **not** appear to be the case. Neither have 500 Arnolt Bristols been produced, yet it is classified as class E production.

And have 500 Porsche Carreras been built?

And the Siata 208S? The answer here is apparently "yes," for this one will be production after Jan. 1.

A highly-respected CSCC official says he would hardly consider the AC Ace Bristol as production. "Every time a new car or variation comes out," he said, "little or no cooperation is forthcoming from dealer, distributor or factory, which should produce the specs to prove whether a car is production or not."

The responsibility falls squarely on the clubs. They should have a complete library with all the specs of all production cars. This is mandatory when a car is to be torn down, and if a car is production, it must be so catalogued.

At this time, this writer requests elaboration (in writing) from both clubs on what has become a highly controversial subject. This would help to satisfy a lot of the class E boys, who are hotternell, some threatening to pull out at Pomona if the Savin entry gets the production nod. The Triumph people, in particular, are fuming.

Consider this, too, apart from the car: it is impossible to think that Oker is that much better a driver. But it could very well be, Herman. And don't ever kid yourself. Also—for those who don't know—Bill Rudd is just about the best in the country when it comes to tuning an engine.

DRIVER AND MECHANIC MEAN PLENTY

This brings to mind what E. Forbes-Robinson gets from an MG-A that many thought was modified, and ditto when Bob Drake used to boom the Triumph.

It should be borne in mind that regardless of the judgment on classification of a car, two factors that pack plenty of weight are (1) the driver and (2) the mechanic.

Personally, I think the beefs are justified and as of now, I would say the Savin AC Ace Bristol is not production, but on the other hand I would venture that if you turn over a Citroen to the terrific combination of Savin, Oker and Rudd, they'd still wallop the whole she-bang!

Period and paragraph!

★ ★ ★

I started out to write a whole column on Phil Hill, his experiences this past season in Europe and some comparisons between U. S. and European road racing, but it will have to wait until next issue. The aforementioned subject is too hot right now.

THIS JOKER CARES NOT FOR REALISM

Some half-baked, mentally-bankrupt clown in Northern California, who is neither a subscriber nor buys MOTORACING (but borrows or sleeves it from someone else), was quick to get to Western Union and pop off on a flaccid plea that the hazards of sports car racing should be kept from the public.

This sub-zero hooligan, who prefers to cram his ostrich neck in the sands of forgetfulness and kid himself that all is attar of roses, reminds me of the boob at Willow Springs a couple of years ago. A boy was killed, and this boob wrenched me, imploring, "Remember, he wasn't killed driving a sports car. Don't forget that in your story to the paper (we were then covering the races for a metropolitan daily)."

In other words, not a word to blotch the escutcheon of sports car racing.

Already too much space has been wasted on Mr. Nothingball, a GROSS clown at best!

DRIVERS ON TRIP TO PARIS, LONDON

Drivers Jim Peterson, Altadena, and Jay Chamberlain, Hollywood, left last week for Europe, where they will spend two weeks.

They were to attend the Paris and London Auto Shows and visit the MG and Jaguar factories. They hoped to enter the Brands Hatch Road Races on the outskirts of London, driving new Lotus Formula II cars recently released by Colin Chapman.

Peace— It's Great

Recognition of the 169-member National Sports Car Drivers Assn. by the California Sports Car Club was announced at the former's meet last week at Park Manor.

Easing of earlier strained relations between the two may pave the way for acceptance of some NSCDA's objectives — staging of production races as a separate entity on Sunday cards and return of entry fees or part of same.

Meet was in charge of Ed Ness, steward, in absence of Prexy Jim Peterson, who is in Europe.

New Insurance Coverage For Racing Cars

Collision, fire and theft insurance coverage is now available for competition cars, MOTORACING was informed by Equity Insurance Service of Los Angeles.

First such coverage in the U.S. was made available to the CSCC for its Pomona road races Oct. 20-21, according to Vincent Nuccio, president of the insurance firm. Written through underwriters at Lloyd's of London, the insurance is said to be open to members of most "recognized racing clubs."

Cost of the annual premium is three per cent ($3 per hundred) of the stated value of the car. For example, premium on a $2000 car would be $60. The applicant must insure to 80 per cent of the actual cash value, or he becomes a co-insuror, Dick Van Laanen, head of CSCC's Insurance Committee, explained.

The insurance is issued to club members upon approval of their applications, with the master policy issued to the club and certificates to the insured.

There's a flat 10 per cent deductible clause for collision, with a minimum amount of $150 and maximum of $300. Thus, a car insured to its full value of $4,000 would yield $3,700 if "totaled."

For fire, theft, malicious mischief and vandalism, the deductible is five per cent of the loss, with a maximum of $300.

The policy covers not only standard models but modifieds and specials. Coverage is extended to include damage to and from a race meet if the car is transported by any means other than its own power.

"Outlaw" events and rallies are excluded. Formula Libre and 500cc cars are excluded, as are any other type of Cooper other than the Climax.

Watkins Glen Gets Kibosh From SCCA

From the National Contest Board of the Sports Car Club of America:

Important Notice to All SCCA Members

"In view of extremely hazardous conditions of the Watkins Glen course, because racing at this site under present circumstances places all organized motorsport in jeopardy, and mindful of its obligation to the safety of its members and the general public; the Contest Board of the Sports Car Club of America announces that effective immediately, and to remain effective until further notice all sports car races held at Watkins Glen, and/or sponsored by the Watkins Glen Grand Prix Corporation; are hereby banned to all members of the Sports Car Club of America, including entrants, drivers, officials, and workers."

In the next issue of MOTORACING the torrid SCCA attitude toward Watkins Glen will be discussed.

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—Emil Oonck

PRETTY BABY — It's none other than Vampira of TV fame. She'll be the Trophy Girl for the RRR pro sports car and motorcycle races Sunday, Oct. 28, at Willow Springs. Her real name is Maila Nurmi. That gam is draped over Bud Goodwin's Lincoln Kurtis, one of the race entrants in the big-bore feature.

Fitch Wins 2 in D-Jag

THOMPSON, Conn., Oct. 7—D-Jaguars had a field day here today in the SCCA new England Region sports car races as they finished 1-2 in the two big events. John Fitch, Stamford, Conn., was the double victor, followed each time by Walter Hansgen, Westfield, N. J.

The first was a 10-lapper over the 1.5-mile course, with Fitch averaging 74.22 mph. In the 15-lap final he averaged 73.4 mph.

George Constantine, D-Jag, was third in the first one, while Bill Lloyd, Maserati 300S, follower Fitch and Hansgan in the windup.

Paul Sagan, Porsche Spyder, set a class F modified record of 69.88 mph. in the fifth race, then won the 15-lap 10th race for top finishers under two litgers.

Attracting a lot of attention was Dick Thompson's 1957 Corvette, which was fourth in the day's closing race. Power plant developed some 280hp, about 40 more than the '56 model. Suspension was stiffer and the car weighed close to 3200 pounds.

CONCOURS AT SPA

Palm Springs Sports Car Club stages a Concours d'Elegance during the Nov. 3-4 race week-end at the Spa. The Palm Springs Chamber of Commerce and the Circle Concours d'Elegance will assist. All donations go to the building fund for the Palm Springs Chamber. Site on Saturday afternoon is the Desert Inn parking lot.

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10-19-56

• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

NEW NORTH-SOUTH ROUTE SEEN FOR '57 MEXICO RACE

THE STATUS of the Carrera Pan Americana de Mexico reminds this chronicler of the anecdote anent Mark Twain, who remarked that reports of his death were somewhat exaggerated!

Such appears to be the case insofar as the Mexican Road Race is concerned. The basic reasons for the curtailment of the scheduled '55 Carrera were due to President Ruiz Cortines' aversion to tying up the Pan American highway for five days: the expenditure of tremendous sums for road repair.

It will be recalled that the published excuse for the ban was "safety"—a convenient alibi made logical in view of the Le Mans tragedy. Well Time the great healer has been at work. Also next year marks the wind-up of President Cortines' honest, excellent but somewhat parsimonious administration.

Now the race aficionados are planning for a resumption of the world-famous Carreras. Those stellar events lasted five days and covered 1908 tough highway miles along Mexico's spine, from Tuxtla Gutierrez through Oaxaca, Mexico City, Durango and Chihuahua to finally wind up at Ciudad Juarez.

RACE POSSIBILITIES

During a recent transit through Mexico this writer spent time with racing officials, and in a nutshell the following are possible:

The Sixth Annual Mexican Road Race MAY resume next February. It would roar north on the same route.

Another vigorous school wants the race to be routed south from Nogales. The new west coast Highway of Mexico is a driver's paradise with more straights and twists than the Pan American. Further more, they argue, the southbound routing would funnel the roaring pack, over a five-day racing agenda, through scenic and vacation high spots such as Hermosillo (with quick connections to Guaymas), Mazatlan and Guadalajara. Their strategy calls for overnight stops at each of the cities above listed with the roaring arrival in Mexico City to coincide either with the Cinco de Mayo celebration (5th of May) or equally as vociferous National Holidays in mid-September! The last leg would be from Mexico City to Acapulco.

The previous five road races did NOT attract tourist-spectators. The new routing along the scenic west coast, these people feel, will do exactly the opposite. They argue (to the Government) that a southbound race wil publicize the new highway (and THAT was why the road race was originally created—to publicize the then newly completed Pan American Highway).

Your reporter was given the use of a Volkswagen by Senor E. J. Weyer of Volkswagen Mexicana S.A. in order to run a preview of the routing from a point mid-way between Guadalajara and Mexico City to the town of Chilpancingo.

The Guadalajara Road is as curvaceous and chilling as the old Tehuantepec-Oaxaca segment. The Mexico City-Acapulco lap will be virtually as fast but slightly more hair-raising than the venerable Chihuahua-Juarez flat-out stretch. Another nice feature: since considerable of Mexico's heavy traffic on the new route is between Mexico City, Cuernavaca and Iguales on the way to Acapulco, traffic becomes no problem! The freeway is paralleled twixt Mexico City and Iguales by the older, slower highway.

There is nothing definite, as yet. But your scrivener feels there WILL be another Carrera in '57—and, most likely, it will go from North to South —on the proposed new route!

Drag Strip at Santa Rosa in Big Opening

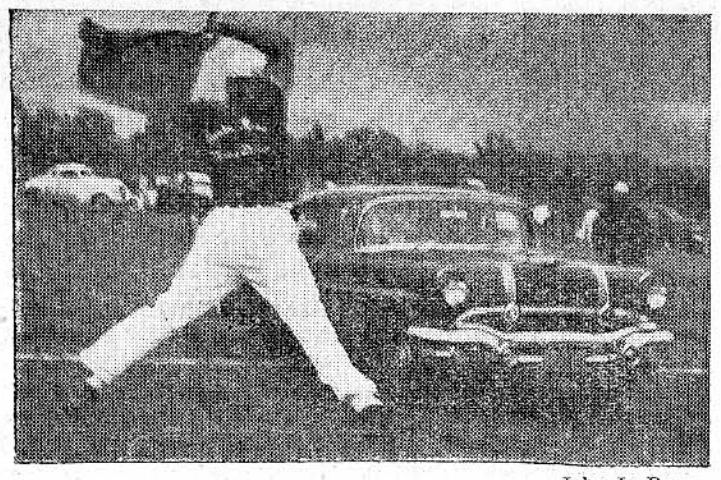
SANTA ROSA, Oct. 17—A crowd of more than 2000 was on hand recently for the grand opening of Northern California's newest drag strip at the former Cotati Naval Airfield.

Known as the Santa Rosa Drag Strip, it is being operated by the Redwood Empire Timing Association (RETA), composed of some 35 member clubs from throughout the San Francisco Bay area and Northern California. The strip is being run under the supervision of the City of Santa Rosa.

Over 300 cars participated in the opening two-day meet. First car through the traps was a Santa Rosa Police car, driven by Chief Melvin Flohr. The time wasn't made public.

In addition to classes for dragsters, roadsters, stock cars etc., the strip plans to run four sports car classes. These will include over and under-1500cc. classifications in both modified and production categories. Opening day sports car winners included a modified T Bird in over 1500cc., a production Corvette in the big bore class, and an MGTF in the under 1500cc. production field.

Next meet will be Oct. 21.



—John Le Baron

SANTA ROSA police car driven by Chief Melvin Flohr, officially inaugurates activity at the Santa Rosa Drag Strip, which opened October 6 and 7 with a two-day meet. The strip, operated by the Redwood Empire Timing Association, is located about 50 miles north of San Francisco.

RALLIES

October

20—San Francisco SCC Golden Gate Rallye, St. Francis Yacht Club, 9 p.m.
27-28—Jaguar Owners Jag Jamboree, Oakland, Calif. Includes banquet in Jack London Square (27th) and Concours and Gymkhana (28th).
*28—Bendix Rallye.
28—Arrowhead FCC Rallye, Bering Monroe's, San Bernardino, 1:30 p.m.
27-28—K.H.M.C. Spook Rallye, Macy's Parking lot, San Mateo, 9 p.m.

November

1-4—National SCCA Appalachian Rallye, Hershey, Pa.
*10-11—MGCCA Tour Des Anges III (Championship).
11—Victor Valley SCC 1st Annual Hill-N-Dale Rallye, Mojave Desert Equipment Co., Hiway 66A, Victorville, 9 a.m.
11—Lockheed SCC Gymkhana.
18—Arrowhead Masters' Rallye.
21-25—4th Annual Great American Mountain Rallye.
24-25—Whittier FCCA II Annual Chili Bean Tour to Borrego Springs.
24-25—Convair SCC 3rd Nuts and Bolts Rallye, Mission Valley Country Club, San Diego, 8 p.m.
24-25—S.C.U. Stygian Rallye, Acalanes High School Parking lot, San Francisco.

December

2—San Fernando FCCA Gymkhana.

Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, Topango 4042.

* Designates event approved by So. Calif. Council of Sports Car Clubs.

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Women's Sports Car Corner

By Gloria Dearborn

GLORIA FIGHTS BACK AND SHE ANSWERS RUTH

(See Page 10, Col. 1)

FIRST OFF, let's clear up a misunderstanding that has arisen regarding this column and its title. THE OPINIONS EXPRESSED HEREIN, AT ANY TIME, ARE THOSE OF THE WRITER, AND NOT NECESSARILY THE VIEWS OF THE WOMEN'S SPORTS CAR CLUB OR ITS MEMBERS. In other words, this column is **NOT** the voice of the WSCC.

A couple of people have suggested the title be changed so as to avoid any further misunderstanding. However, after a discussion with MOTORACING'S distinguished (Ha! —Ed.) Editor, it was decided the title is appropriate to the subject, and by now well established and familiar. Therefore, it stands!

Possibly another cause for confusion is the editorial "we" used in previous issues. This is common literary practice, and preferred in a column of this type to the personal pronoun "I". However, hereafter your writer will take full credit (or discredit, as the case may be), and will claim all opinions in the personal sense. OK?

Now. About a previous column in which I discussed the state of many women's undress at road races: The response by mail has been very surprising and gratifying. As the saying goes, ". . . it shows you're thinking." I would very much like to thank those who took the time to write, both pro and con, on the subject. I would also like to ask those who accused me of DICTATING style and dress to please read the article again, and next time more carefully. You will find no demands—only criticism of "bad taste." And I stand firm on every word I said.

OPEN LETTER TO RUTH LEVY

(Ed. Note: To those who have not already done so, please see Ruth's column on page 10 in this issue before continuing here.)

Dear Ruth: Although the letter is signed by four girls, I know you are its author, so will direct my reply to you.

Some place along the line confusion has entered upon the scene. I think perhaps you are mistaking some of the readers' letters for my own opinions. Nowhere in my column did I mention ". . . a vulgar display of skin"—but instead, only the occasional poor choice in sports clothes. And since when is a bathing suit appropriate for a dusty road race? As for acquiring a good tan, I have missed only one race this year, didn't attend the rest in a bathing suit, and got a rather good tan between times. This includes working five days a week, 8:30 a.m. to at least 6, and many times 7:30 p.m. And I'm not the only gal who did it. So, you see, your argument falls short there.

Also, please note, there was no criticism of drivers' dress. However, now that you mention it, I recall a woman driver who appeared on the starting grid at Santa Maria in shorts. She was requested by officials to cover up, and dashed into an "Annie" to exchange with a girl in her crew who was much more appropriately attired. Do not misunderstand—the driver made no intentional breach of rules—she just FORGOT her Pirellis. I have no issue to raise on drivers' attire! As for ". . . something cool after the race," good taste is still expected.

So much for the matter of other women's clothes closet. May I suggest you re-read the column a little more slowly!

(Continued Next Issue)

POMONA CONCOURS

Twenty cars competed in a Concours D'Elegance staged by the Pomona Valley Sports Car Club at Jadi Motors in Pomona.

Winners were: Roadsters under $2,200: Bob Wayne, MG TF; Roadsters $2,300 to $3,200: Al Hulse, Triumph TR2; Coupes and convertibles over $3,000: A. F. Baca, Porsche convertible. Sedan class: Ted Maust, Ford Anglia. Overall: Al Hulse, TR2. Judges were: Dayton Kling, race chairman for Pomona Elks Lodge; Jean P. Oddous, race driver, and Rusty Oddous, Pasadena Star-News Sports Car columnist.

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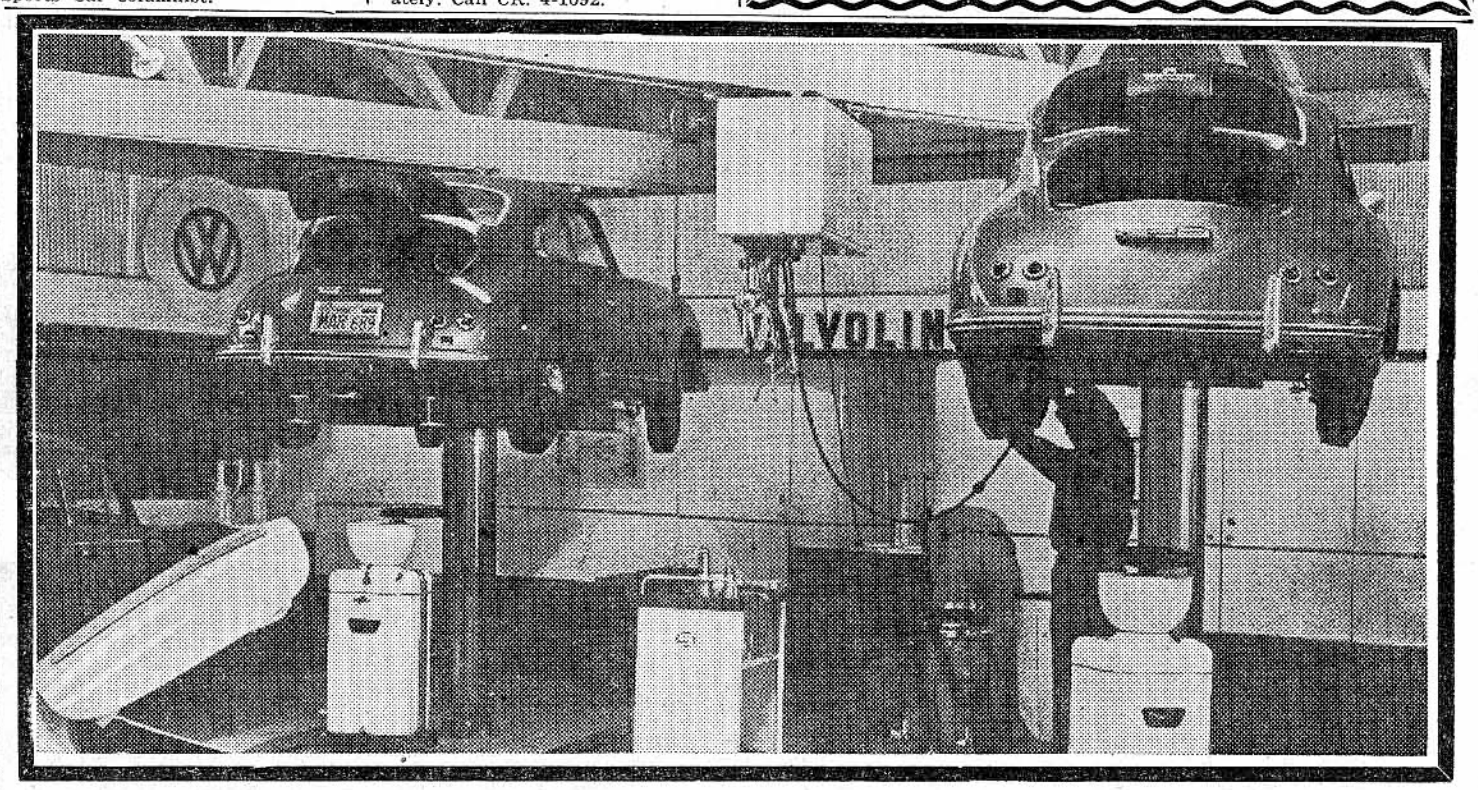

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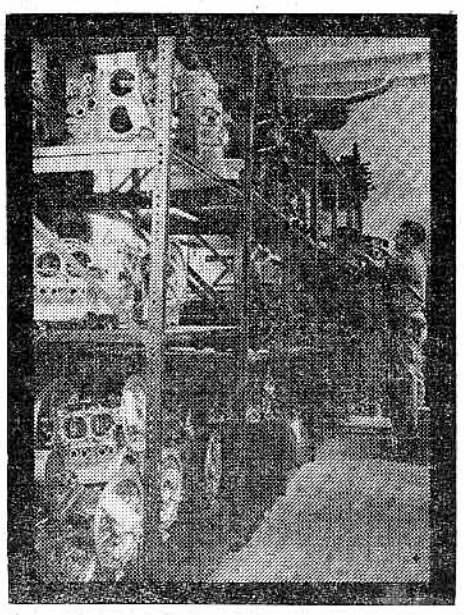

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—Dave

PHIL HILL, Santa Monica, top U.S. driver pete in Europe this season, was honored or turn last week at a gala party staged at th Press Club by MOTORACING and The Tige assists from Lodge Spark Plugs, Valvoline, G Reynolds, Dunlop Tires, Competition Mot General Petroleum. (1) Front row, left to ri Ray, Mirror-News; Elaine Bond, Road & Tra Wilson Springer, Herald-Express. Standin Sherwin, West Coast Sports Car Journal; Bryan, Examiner; Cal Howard, noted art Paul Sorber, Motor Trend. (2) Dick McEntyr eral Petroleum; Peter Page, Lodge Spark John von Neumann, Competition Motor Gardner, Gardner-Reynolds Dunlop Tires. Neumann, Eleanor von Neumann, Ted Block Savin, Savin & Sons. (4) Von Neumann; Ign zano, L. A. Region SCCA prexy; Hill; Rudy Blarney Castle. (5) Gunnar Watson and "Mil Hausken-Watson Sport Car Center. (6) Cam Cooper, Lance Reventlow, Eric Hau Hill. (7) Drivers E. Forbes-Robinson, Hill, Ru and Richie Ginther. (8) Elaine Bond, Sheean and Gloria Dearborn.

TRIUMPHS 1-2 IN DESERT RALLYE

SANTA MONICA, Calif., Oct. 12.—The team of Dick Kermode and Jim Keyes from the Compton Four-Cylinder Club won the California Chamber of Commerce Perpetual Trophy by one second in competition with 80 other entries in the Douglas Sports Car Club Desert Rallye.

Riding in a Triumph TR-2, Kermode, driver, and Keyes, navigator, completed the 250-mile run with a total error of 57 seconds.

Immediately behind them with a 58-second error were Charlie Cooke, driver, and Drisa Cooke, navigator, also in a Triumph TR-2. They represented the Glendale Four-Cylinder Club.

The rallye began in Hollywood and ended at Palm Springs.

Winners of the three-car team class were Russell Smith and Scott Harvey, Sandra Rosen and Bob Rosen and Bob Greenland and Roger Fisher. Total error for this unattached team was 8:40.

Inthe gymkhana driving competition at Palm Springs, Bob Ross finished first in an Austin-Healey 100.

CALENDAR

20-21—CSCC Road Races, Pomona, 12 noon.
20—CRA race cars, Gardena Stadium, 8:30 p.m.
27—NASCAR modified stock cars Grand Prix, 100 laps, Gardena Stadium, 8:30 p.m.
28—RRR Sports Car races, Willow Springs, 1 p.m.
28—NASCAR late models, Gardena Stadium.
28—SCCA (L.A. Region) Concours d'Elegance, Hotel Miramar, Santa Monica, 10 a.m.—5 p.m.

November

3-4—SCCA (L.A. Region) National Sports Car Races, Palm Springs.
3—CRA race cars, 100-lap Grand Prix, Gardena Stadium, 8:30 p.m.
17-18—CSCC road races, Paramount Ranch, Agoura.
25—Desert SCC Hill Climb.
T—SCCA (L. A. Region) Time trials, Costa Mesa.
T—Pomona SCC Time Trials, L. A. County Fairgrounds, Pomona.
*T designates Tentative

LOTUS FOR FREUTEL

Ed Freutel of San Marino has received delivery on his new Lotus Coventry Climax MK X1 and will drive it at the CSCC Pomona races with Frank Monise as alternate driver.

FERRARI ACES TO GO AT SPA

(Continued from Page 1)

another of the Edgar seven-car stable — a 3.5 Ferrari.

Shelby was the odds-on favorite—until Hill came along. I tab Hill. Without going any further, that's more class in one race than they've had in months and months in Southern California.

A number of well-known Eastern drivers also are coming out for this one. Four among these are two Mercedes-Benz 300SL experts, Paul O'Shea and Charles Wallace; Dick Thompson, Corvette, and Jim Kimberly, the Grand Exalted Pharaoh of the Westport Ivory Towers, OSCA et Ferrari.

GINTHER IN PORSCHE

Von Neumann will drive a 3-liter Ferrari Monza, and has a threat in the under-1500 in Richie Ginther, steering a Porsche Spyder.

Kenneth Miles will not be among those present; he will be watching some stock races staged by Old Gold Suit some 100-odd miles away.

Another certain attraction, although far down among the seldom-recognized "little guys," will be Ed Savin's sensational AC Ace Bristol, a hot class E job handled by Bob Oker and the subject of a lot of controversy at present over its production status. Two other stars are Sam Weiss, Sacramento. Porsche Spyder, and Peter Lovely, Seattle, Porsche Cooper.

SEVEN RACES

Seven races are on the agenda for Sunday, starting at 10 a.m. Five-lap qualifying races to determine grid positions, such as were held at Sacramento recently, come off Saturday at 1:30 This is a good deal. Lindley Bothwell is the race chairman, and the program is

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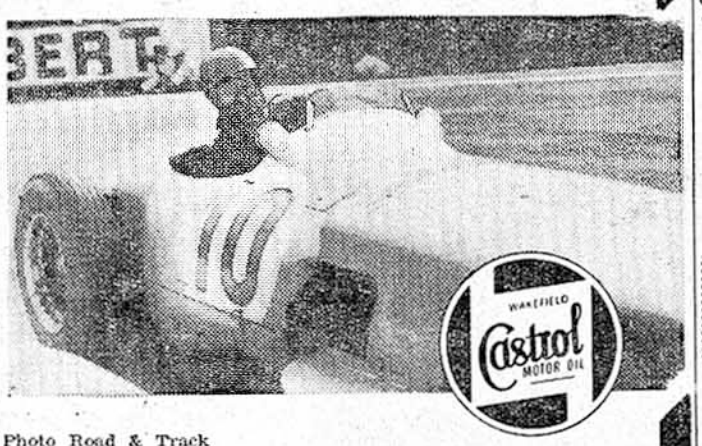

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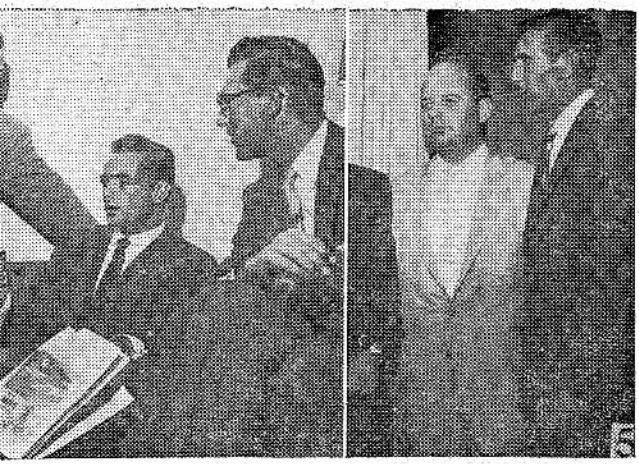


—Dave Davidson

PHIL HILL, Santa Monica, top U.S. driver to compete in Europe this season, was honored on his return last week at a gala party staged at the L. A. Press Club by MOTORACING and The Tigers, with assists from Lodge Spark Plugs, Valvoline, Gardner-Reynolds, Dunlop Tires, Competition Motors and General Petroleum. (1) Front row, left to right: Pat Ray, Mirror-News; Elaine Bond, Road & Track; Hill; Wilson Springer, Herald-Express. Standing: Dick Sherwin, West Coast Sports Car Journal; Bill O'-Bryan, Examiner; Cal Howard, noted artist, and Paul Sorber, Motor Trend. (2) Dick McEntyre, General Petroleum; Peter Page, Lodge Spark Plugs; John von Neumann, Competition Motors; Carl Gardner, Gardner-Reynolds Dunlop Tires. (3) Von Neumann, Eleanor von Neumann, Ted Block and Ed Savin, Savin & Sons. (4) Von Neumann; Ignacio Lozano, L. A. Region SCCA prexy; Hill; Rudy Cleye, Blarney Castle. (5) Gunnar Watson and "Mike" Day, Hausken-Watson Sport Car Center. (6) Drivers Cam Cooper, Lance Reventlow, Eric Hauser and Hill. (7) Drivers E. Forbes-Robinson, Hill, Ruth Levy and Richie Ginther. (8) Elaine Bond, Hill, Liz Sheean and Gloria Dearborn.

GO AT SPA

at in the under-1500 in
Ginther, steering a Por-
oyder.
eth Miles will not be
those present; he will
ching some stock races
by Old Gold Suit some
miles away.
her certain attraction,
h far down among the
recognized "little guys,"
Ed Savin's sensational

ATTENTION, TEXAS

Los Angeles not only has more automobiles than many of the states, but also has the longest street in California on which to drive them. Figueroa Street stretches out for [illegible]

in the hands of the L.A. Region of the SCCA, with George Cary, Jr., as race coordinator. They ought to make a bundle to help make up for the 10-grand or so blown at Santa Maria.

Cam(p) F

WHAT'S THAT, THE HUBCAP OFF OF A MERCURY?
NO! IT'S A ECONOMY S MILTOWN!! W HAVE TO GIVE
RICHIE GINTH
ONE BEFORE EVE RACE OR HE GETS A LITTLE NERVOUS !!
PROGRAM

SPORTS CAR C

(Continued from Page 1)

group's publication, "Checkpoint"; William C. Hanna, an engineer who is president of the Northrup Sports Car Club; William T. Doyle, a lithographer who is vice-president of the Santa Monica 4-Cylinder Club of America, and Cameron "Cam" Cooper, one of the best known and most popular figures of the sports car set in Southern California — restaurateur, founder of the Pacific Sports Car Club and a member of the California Sports Car Club and Sports Car Club of America.

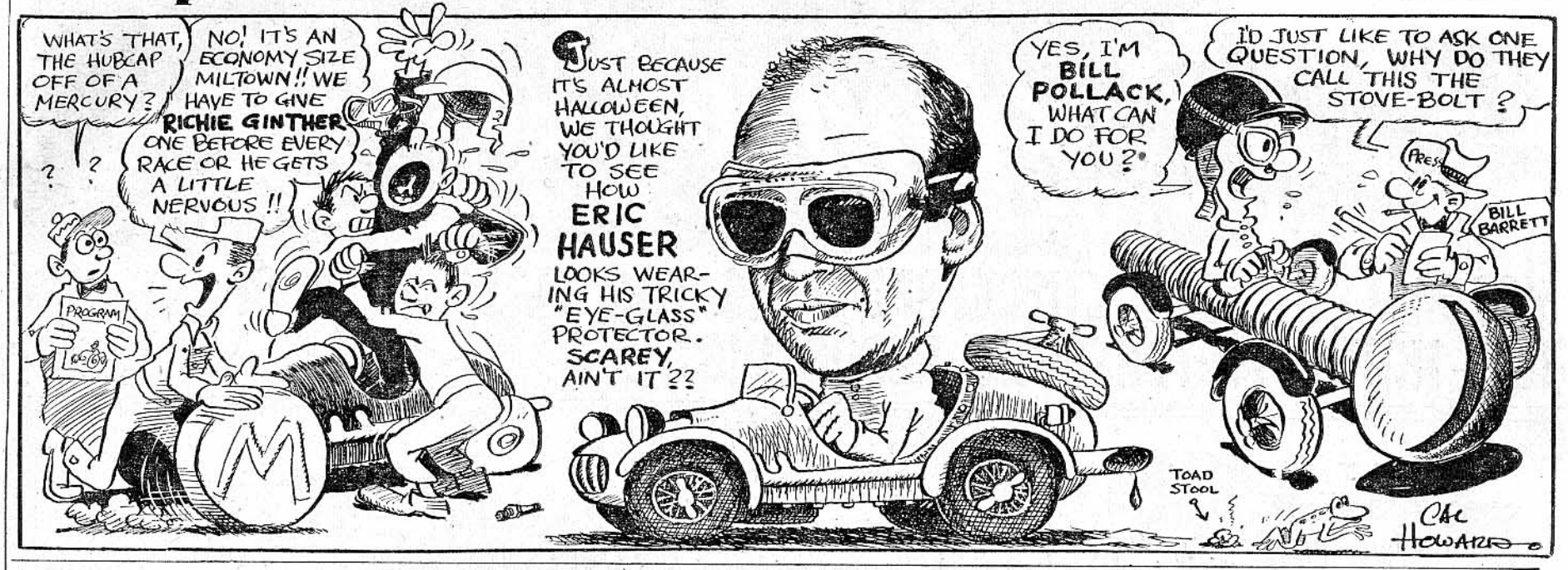
The club, embodying a complete sports car motif in every respect, would be the focal point of a village housing shops featuring automotive accessories, sports car wearing apparel, travel agencies catering to the sports car colony, etc.

MANY FACILITIES

Also included would be a club library, providing all sports car periodicals and books, an easy-chair clubroom and a huge parking lot available for Con-

Cam(p) Followers . . . .

By Cal Howard


WHAT'S THAT, THE HUBCAP OFF OF A MERCURY?
NO! IT'S AN ECONOMY SIZE MILTOWN!! WE HAVE TO GIVE RICHIE GINTHER ONE BEFORE EVERY RACE OR HE GETS A LITTLE NERVOUS !!
PROGRAM
JUST BECAUSE IT'S ALMOST HALLOWEEN, WE THOUGHT YOU'D LIKE TO SEE HOW ERIC HAUSER LOOKS WEARING HIS TRICKY "EYE-GLASS" PROTECTOR. SCAREY, AIN'T IT??
YES, I'M BILL POLLACK, WHAT CAN I DO FOR YOU?
I'D JUST LIKE TO ASK ONE QUESTION, WHY DO THEY CALL THIS THE STOVE-BOLT ?
PRESS
BILL BARRETT
TOAD STOOL
CHAS HOWARD

SPORTS CAR CLUB PLANNED

(Continued from Page 1)

group's publication, "Checkpoint"; William C. Hanna, an engineer who is president of the Northrup Sports Car Club; William T. Doyle, a lithographer who is vice-president of the Santa Monica 4-Cylinder Club of America, and Cameron "Cam" Cooper, one of the best known and most popular figures of the sports car set in Southern California — restaurateur, founder of the Pacific Sports Car Club and a member of the California Sports Car Club and Sports Car Club of America.

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MANY FACILITIES

Also included would be a club library, providing all sports car periodicals and books, an easy-chair clubroom and a huge parking lot available for Concours d'Elegance and gymkhanas open to all sports car clubs.

Private banquet rooms would be open to all sports car club meetings and victory banquets.

This Mecca for sports car enthusiasts, Cooper points out, is planned to fill a need. He cites there are more than 30,000 sports cars operating in the Greater Los Angeles Area alone, that more than 5000 people belong to sports car clubs in this area, that there are 62 organized sports car clubs in the Southland, and that paid attendance at road races are frequently between 20,000 and 30,000 people.

Arrangements through proper legal channels are now being formulated.

SCCA CONCOURS

Los Angeles Region of the Sports Car Club of America announces the second annual Concours d'Elegance, Sunday, Oct. 28, at Hotel Miramar,

MUSY KILLED

PARIS, Oct. 17—Louis Rosier is still in a coma following an accident at Monthlery two weeks ago that took the life of French driver Benoit Musy, driving a Maserati in the Grand Prix du Salon. The car went over the wall.

Davidson to com- his re- ne L. A. ers, with Gardner- ors and ght: Pat ck; Hill; g: Dick Bill O'- ist, and e, Gen- k Plugs; s; Carl (3) Von and Ed acio Lo- y Cleye, e" Day, Drivers ser and th Levy Hill, Liz

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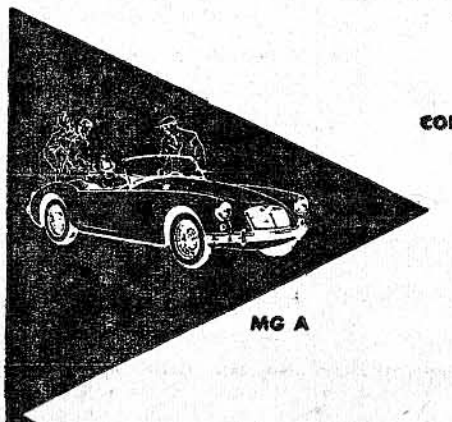

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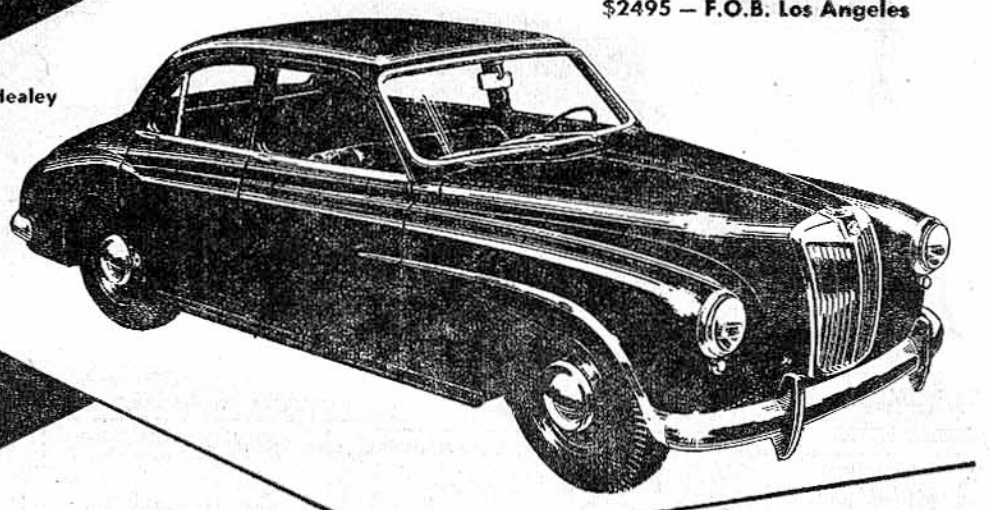

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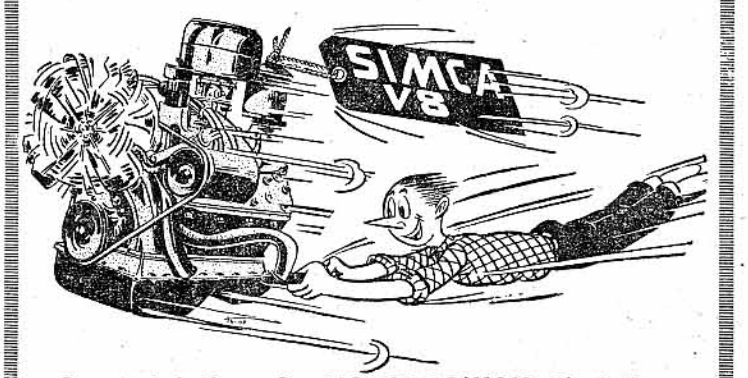

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Rallye Roundup

By Buzz De Bardas

SOME POINTERS WHEN YOU GET LOST ON A RALLYE

LAST ISSUE you were lost on a Rallye, really lost. Study of the instructions and map did no good and no other Rallye cars came by. What to do? There are only two things you can do—write down the mileage on the odometer and head back in the direction that you have just come. Now let's make this an easy example—

Several miles down the road you spot several cars that you know turning where you didn't and you aren't lost anymore—just late.

Before you make the turn again, write down the mileage on the odometer and let's see where you are now as far as time is concerned. Say you drove a total of 5 miles on the trip back over the lost road. This means you traveled a total of 10 miles. This mileage doesn't count because you weren't where you were supposed to be, but the time does count against you.

ON WRONG ROAD

Let's compute—5 miles up the wrong road and 5 miles back, total 10 miles. Speed asked for was 30 mph, which you maintained going out. This means you wasted 10 minutes going out, spent 2 minutes while parked thinking. Then with your foot in the fan you returned in 3 minutes. This makes your total error in time 15 minutes, which you are now late.

Now for a wonderful thing that could happen (but never does). A checker waves you down with a club flag and tells you to take a 15-minute surprise coffee break (this is not a check-in point, just coffee). Don't stop and you have made up the 15 minutes and are again on time.

Actually the 15-minute coffee break could only be a dream and so you are still 15 minutes late. This you have been able to figure by comparing mileage, time and computor (after mentally subtracting 10 miles from the odometer that doesn't count).

ONE SOLUTION

Now there is only one solution—hope that the next check point is a real long way down the road and drive like mad. The navigator will only be wasting time checking you every few minutés and would be using his time better if he carefully followed the instructions and/or hung on to the fright bar (usually known as the assist bar at the time they sold you the car).

If luck is with you, you will make up the time prior to the next check point.

There is one more way to get relocated. You are lost, stop and study the map and find that you have been on the wrong road for the last 10 miles, BUT the cars are running on another road less than a quarter of a mile from the one that you are on.

Now to go back to where you missed the turn means 10 miles, plus the 10 miles you drove going out, plus the 10 miles you will have to drive on the new road. That's' 30 miles. This brings you into the next check point with a real bad error. But you can cut across a field and be on the same road as the others and almost on time.

GOOD GAMBLE

There is only one problem with that what if there was a check point just prior to the point that you got back on the the correct road? I feel it is a good gamble. To drive back means you will have had it and then maybe there hasn't been a check point since you got off the road.

If you paid attention to the number of the car that pulled out of the check point a minute before or after you did, all you have to do is get around him again and you will be in fair shape.

Next Issue: Questions to ask the Rallye Master.

MOTORING fo(u)r FUN

By John Foster
National President, FCCA

DARNDEST THING happened recently—a number of spectators in their Detroit cars decided to have a "do" at a gymkhana they were watching. There followed much laying of rubber and amazing geometric convolutions of wheel suspensions and elbows flailing. Best time around the course (widened for their benefit) was some 43 seconds. A VW driven by enthusiast Jack Redona of SF Valley did the course in 32 seconds—IN REVERSE GEAR!

JOHN FOSTER

To all you would-be Fangios and Ruttmans who, like me, haven't the necessary for racing, I can strongly recommend a gymkhana. Once the flag drops, you're on your own with only the clock to beat and only a few rubber pylons to hit!

That thin veneer of driving respectability you have nourished and clung to for years, drops like the seventh veil, and the next few moments are sheer joy. The scream of protesting tires, the roar of the engine with the tach up where it should be, the side-winder antics of your car responding beautifully to your control and the tingle of pride as you hit exactly the right gear at the right moment—all these things are yours, together with the hushed crowd of spectators holding their breath as you miss a pylon by a hair . . . all eyes are on you and you alone.

WHO WANTS TO RACE? ....
Who the heck wants to race? In a race, with others cluttering up the field, you're liable to be slowed down to a crawl, and anyway you're only repeating exactly what you do daily on the freeway.

A long hot summer without the trace of a gymkhana prompted me to wirte the above as an appeal for the lovers of auto gymnastics. On studing the calendar I see two likely ones that should be real fun. On the 24th and 25th of November Whittier FCCA has a top-notch annual Chile Bean Tour, a weekend of fun and activity at Borrego Springs which includes a Sunday morning dice designed to dust the cobwebs off both car and driver. Phone Ralph Taylor at AT. 6-7744 pronto for entry and info.

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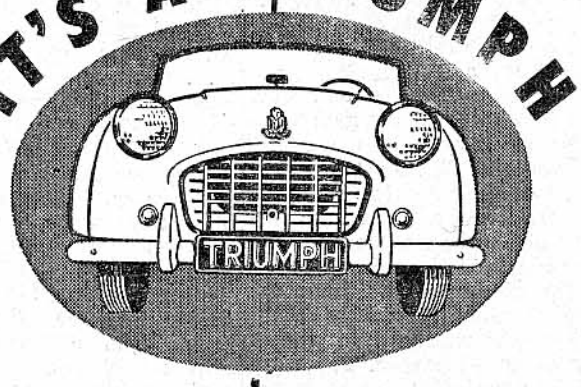

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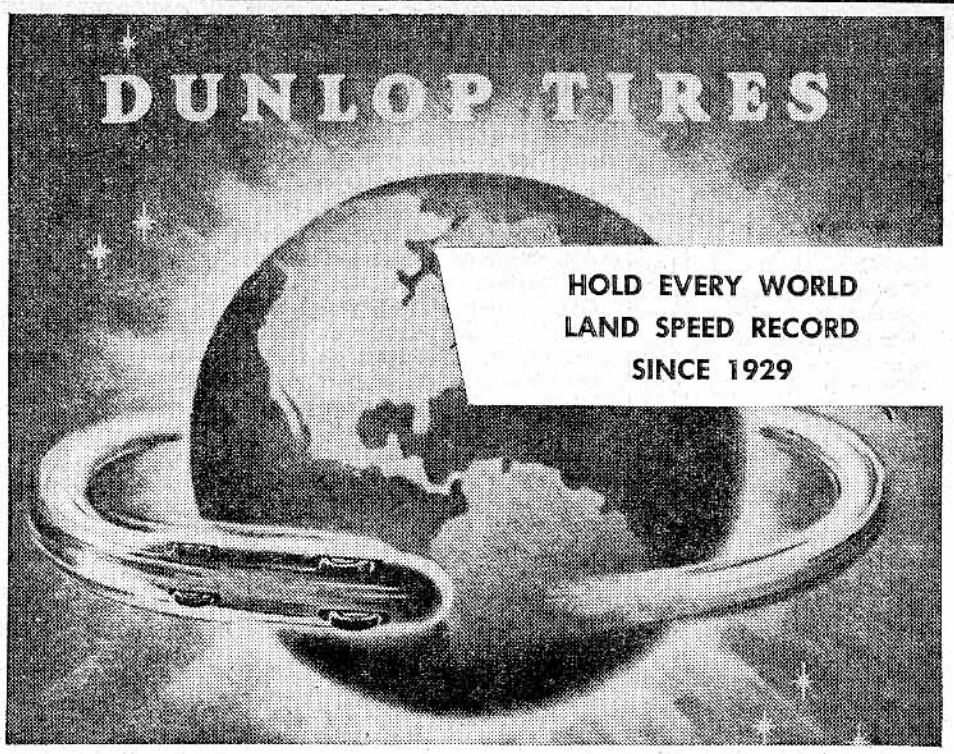

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Out of the HORSES MOUTH AT YE COACH & HORSES

(See Page 8, Col. 1)

DEAR GLORIA DEARBORN:

At the end of your last column you asked a question: "Drivers, how about it?" Seeing that you didn't specify SEX, here are four female drivers voicing their opinions and we ask, "How about what?"

RUTH LEVY

How about the women covering themselves from stem to stern? Did you know that coveralls are hot and hardly conducive to sun tans and that many of the gals work daily at indoor jobs wearing clothes suitable for office wear? The sun they see is driving to and from work. So at the races why not wear clothes (not immodest) which allow freedom and a chance to brighten the office pallor. Certainly there are a few who overdo, rather in this case underdo. These are not the majority.

How many girls do you think are going to be perturbed by what you wrote? At the next event there will probably be a swarm of girls clothed only in banners protesting the Dearborn Issue.

This is not a vulgar display of skin, but rather female-type girls enjoying the out of doors in clothes designed just for that. The drivers, on the other hand, (female) carry with them suitable garb while participating, such as coveralls. Women realize the protection coveralls offer as for their own protection and the zipped-up, arms-covered is a requirement at many events. But they, too, will change into something cool after their race.

WOMEN WITH MEN

How about the women driving with the men? The balloon-footed frail you mention more than likely will stay in her own Ladies Race, put on the racing schedule just for her, until she is readied by her own driving experience to get out and participate with the gentlemen. For the women who do compete the Contest Board gives them the privilege and their senior as well as junior licenses —and we thank them for this privilege.

It's not our **right** to drive with the men, but a **privilege** given to us to dice with competition which is skilled and faster. If the said women drivers have the make-up, both mental and physical, to drive hot and heavy with the men, then leave her do so and leave it to the discretion of the Contest Board to say whether or not she is competent.

As for the men who still feel a woman's place is in the home, send him home to untangle his apron strings, and re-discuss the world with Mom, for it has changed since he was knee-high to a Mercedes Nose-Piece.

THRILL OF ACTION

Did you ask any of the women drivers how it felt to drive in the main event or the hour of fast machinery? Wish you could have. Hanging out laundry in wash day is tiring, but you accomplish something. Drive for an hour and certainly your arms will ache much in the same manner, but you accomplish something, too. But here the ache is part of the thrill of competing and the love of the sport. The black flag is there to warn the driver of mistakes, and it is there for the gals driving, too—handed out in the same fashion, be she in the Ladies Race or racing with the gentlemen. Certainly there are a few who resent women competing, but if they were concentrating on their machinery, they would not be aware, be it male or female.

The Ladies Race is wonderful, 20 minutes of practice, 20 minutes of racing. Good training for the new Mrs. Fangio. But . . . must she always remain where competition is not as strong as she may desire? Her car is prepared with as much care as the men's, as much time and money go into her automobile. Should the car be shared between husband and wife, then indeed it is cared for with the thought that the automobile should last for all events entered. The girls driving their own machinery, both at the races and on the streets, certainly spend enough preparing the car . . . and if they are qualified, then why not their car for the men's events?

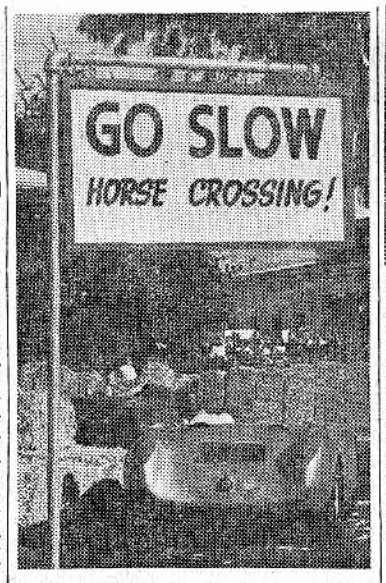
How about giving advice to the, quote, "slower girls"? There could be advice given. There is an expression, "Do not drive over your head," or "Leave a margin for error." We would not like to be responsible for giving advice to a woman and then find her on her head or bending fenders. Speed secrets on how to take a corner, drifting? These are things which the gals learn in their own event, same as the men in their novice races, or for that matter Mullholland Drive, but here the Blue Coats frown disapprovingly.

These supposed secrets come from driving, racing and learning, listening to a certain degree but one must learn for oneself. We could not tell the woman to drive faster just to give the spectators a bigger thrill. We could tell another woman how to corner, be it right or wrong, but we hope she would have the intelligence to weigh the advice and not take it as Gospel.

Gloria, may we tell you how to take the last corner at Willow Springs, drive through that corner at 100 per, coming out of this corner where men have been killed or ruined their machinery? Would you take our word that it is right? Or would you sensibly take your own time, your own thought and drive it your way, be it slow or fast? We will help, but not tell a human life how to kill itself. Leave the girls alone who compete with the men.

Please stop making the Contest Board feel inadequate and stop concerning yourself with another women's clothes closet. Take an about face, enjoy the races and yourself and leave sleeping dogs lie.

(Signed)
Carol Givens, Mary Davis Ruth Levy and Ginny Simms.



—John LeBaron

NO EXPLANATION necessary as Ken Miles rounds turn 6 in the John von Neumann Porsche Spyder in under-1500cc main event at the recent Sacramento road races. He finished third behind Pete Lovely and Sam Weiss.

Armes Fastest In Time Trials

Forty-two drivers, running everything from Crosley Specials to Ferraris, last Sunday participated in the Desert Time Trials, sponsored by the Pacific Sports Car Club, at El Mirage dry lake bed.

The course, measuring just over two miles, was thought to be too tight for maximum performance by larger cars, but Harold Armes, Torrance, upset this fear with a blistering 1:40.95 to take first. Ed Barker, CSCC race pilot, took second with his Porsche Super.

Running as a guest, Bill Darnold, Whittier, formerly in the amateur ranks but now running with RRR, turned in a creditable time in his immaculate yellow Porsche 550 Spyder. Don Miller, Inglewood, another CSCC leadfoot, turned 1:45.28 in his class H Triumph-powered special. Miller also turned 1:51.58 in his rare MG-TB.

High spot of the day for many enthusiasts was the invitational run made by William Upton of Inglewood in a new 385 h.p. 4.9 Ferrari "America" with coachwork by Boano. The big blue coupe turned 1:48.

Automatic electric timing, designed and built by Ed Barker and co-chairmen Joe Butler and S. L. Sinclair, proved fool-proof. Based on this year's event, it is rumored the Pacific Club will petition for an open event using this location.

• Up the Straights

By Jim Mourning

HERE WE GO AGAIN—POOP ON NEW CSCC-SCCA HASSLE

SINCE WE'VE been informed that we've somehow acquired the doubious reputation as a scrivener brave enough (feel free to substitute foolhardy, stupid or egotistical for brave) to crawl out on a limb, saw in hand, leave us take a look at the latest brickbat barrage twixt the CSCC and the SCCA.

The hassle, stripped to the chassis, is whether the Cal clan deliberately tried to scuttle the SCAA's Palm Springs dream boat by helping Gold Suit sponsor a stock car joust on the same date at Paramount Ranch.

Being a particularly curious sort, we contacted two of the people involved in the promotion of the track itself. Both flatly denied that the Cal Club had a finger in selecting the date for the stockers. One of them, whose courage dictates he remain anonymous, opines that the whole beef was started by a promoter who had to tuck his napkin back in his pocket when the gravy was ladled into Gold Suit's bowl.

Then we contacted legal counsel for the Paramount group and prexy of the Cal club. He says the only control the club has over the track is the contractual stipulation that no event may be sponsored within two weeks prior to a road race.

This leaves the matter of indirect pressure. If such pressure was applied, then the CSCC should receive a chastising tap on the noggin, preferably with a tire iron.

At this writing, we've heard many allegations that said indirect pressure was applied, but little evidence. In all fairness — certainly a refreshing thought in this mess — none of the scores of highly vocal kiddies who've assailed our ear-drums have been responsible club officials. So if SCCA boosters whipped up this batch of taffy on nothing but rumor and suspicion, they should replace the CSCC members in kneeling to be knighted with a vigorously applied wrench.

And everyone involved should have their heads examined for getting in another go-round just when the poor public had been lulled into thinking peace - it's-wonderful had settled over the sports car scene.

It's an admitted fact that the Cal Club has the edge on courses, race organization and top local drivers. The SCCA has a slight edge in potent machinery and a definite edge in the ability to attract national drivers as well as national and international publicity. Apparently, we have everything required to whittle out top events and recognition in the international racing world. Everything, that is, but cooperation.

With a little of that scarce commodity, we might see the hot-shoes now assembling on the West Coast in all the upcoming events instead of just certain ones dictated by misplaced loyalty.

Actually, we agree with Chuck Eastman, the Valley Times scribe, in thinking this latest tussle is more smoke than fire. We aren't convinced that many stock car fans would have trotted out to Palm Springs, top name drivers notwithstanding. Nor do we believe many boiled-in-oil sports car enthusiasts are going to stay away just for the novelty of seeing Detroit brutes bound about the tricky Paramount circuit.

Admittedly, a few lads are going to hit the local event rather than trek all the way to an over-crowded town in the tules. And many sports car lads, who might have gone to Paramount out of curiosity, won't pass up the first big event in months.

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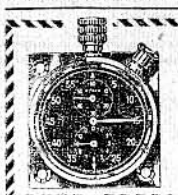
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European Scene

By W. Robert Nitske

NEW MERCEDES-BENZ MODEL; THEY BEHAVE IN EUROPE!

AT THIS time of year when one can read in the local press stories about the new models of automobiles, which are said to be four inches lower and $50 higher generally, this correspondent joins this annual pastime by announcing a new model by Mercedes-Benz —for another first in MOTORACING.

The new 220S Coupe will be shown to the public at the 1956 Salon de l'Automobile in Paris and the London Motor Show.

The coupe is built like the convertible as a two seater, with two emergency seats or luggage space, as desired. Chassis and engine are similar to those of the 220S sedan. The car has the unit frame and floor construction, single joint swing axle and turbo brake system. The six-cylinder engine the two downdraft carburetors and develops 112 horsepower at 6000rpm. Maximum speed is approximately 100 mph.

Appointed as luxuriously as the convertible, which is finally being made available after having been shown last year at the Frankfurt Show, the new coupe has the elegance and character of that exquisite automobile.

While no definite price has yet been announced, it is believed to be somewhat higher than that of the convertible which sells for $7850 in Los Angeles.

★ ★ ★

DIFFERENT IN EUROPE

In reading in my recent copies of MOTORACING about the absurd, constant bickerings and practically open warfare of the various sports car clubs and their member-drivers, it is certainly a far cry fom the splendid camaraderie of the excellent Grand Prix and sports car drivers on the European Scene.

It seems impossible to think that intelligent people can actually believe that by persistent sniping at each other, the common cause of the sport is advanced one iota. There is nothing more damaging than the acrimonious accusations being hurled.

Perhaps a proper perspective can be gained by going back to some of the wisdom found in the fables. The Greek fabulist Aesop was quite correct when he wrote in his Four Oxen and the Lion that "United we stand, divided we fall" or in his Bundle of Sticks that "Union gives Strength." While this was written some 2400 years ago, these observations were basically correct and have withstood the onslaught of centuries!

TOP-NOTCH SPIRIT

In observing the European racing activities, one is impressed tremendously with the wonderful spirit between the drivers. While the racing managers scheme to beat their opponents by any and all possible fair means, the drivers associate freely with each other. One can find all nationalities on a race course, or even in the same factory team. Ferrari had Fangio (Argentina), Castellotti (Italy), Collins (Britain), de Portago (Spain), Hill (United States), Genebien (Netherlands), Trintignant (France), von Trips Germany), and perhaps others.

To say each one of these drivers has the same personality would be absurd, but each certainly has the same objective in mind. That is to race and to win.

THEY TRY FRENCH

Some of the funniest situations arise out of the fact that most of the teams, usually made up of two different nationals, cannot even communicate with each other in a common language, French is usually the official language everyone tries to use, but even there results are far from satisfactory.

We heard the Ferrari manager holler "Ouartohn," repeatedly. But nobody came running. Finally, someone tapped a fellow on the shoulder, and motioned to a car standing in the pits. He climbed in and drove off for a practice lap. His name was Wharton. The Britisher Ken Wharton did not recognize his name, but he drove the Ferrari quite well.

TECH TALK ---

New Alfa, BMW Impressive

By Roger Barlow

UNLESS THERE is some serious interest in the new Formula 2, any discussion of the problem of building such cars is academic, to say the least. So for the moment I'll hold up my proposed article on the economical construction of such Formula 2 racing cars.

But at this time I'd like to comment on two new and interesting cars I recently had the opportunity of driving in New York.

The Hoffman Motor Co., had just received its first shipment of the new version of the Alfa Romeo Giulietta "Super Sprint" which is powered with the specially tuned "Veloce" engine. (This car is the production version of the prototype which Bill Pollack drove at San Diego early this year and gave fits to the Porsche contingent).

TERRIFIC CAR

This Alfa is just about the perfect answer to the problem of a sports car that must serve for transportation, yet also be able to give a really good account of itself in 1500cc racing. No car handles any better or has more effective brakes, regardless of price. And speaking of price, the "Super Sprint" is reasonable.

When I got back from my short road test of the Alfa I found that Max Hoffman had put one of the magnificent V8 BMW sedans at my disposal and I took it for a fast tour of Central Park. The BMW line of cars is virtually unknown on the West Coast but they are certainly worth getting acquainted with! The BMW is a quality car in the best German tradition and strictly in the Mercedes class—which is saying a lot.

SMOOTH, POWERFUL

The BMW V8 engine is smooth and powerful; revving like a turbine and providing lots of acceleration, even in a sedan. In sports form and in tthe lighter type 507 it should be really sensational. If the price of the BMW line can be reduced when the new 503 and 507 models hit this market in 1957, sales should be mighty spectacular.

Next: The front wheel drive car.

PistoNotes

By Jules Delancey

Chuck (Go or Blow) Porter, the ace body shop man, is working on some secret modifications for his Mercedes 300SLS. Incidentally, did you note t : strong resemblance between his slick job and the secret MB that debuts in 1957 and got that big color spread in the Oct. 12 issue of Collier's? It's supposed to be the hottest European sports car ever built—and also has the SLS tag . . . **Ruth Levy** announces hereafter she's restricting her racing to women's events only. The decision more than makes sense.

Pretty **Claudia Satori,** wife of the Pasadena DKW distributor, Peter, recenty presented him with a baby daughter, **Petrina Madeleine.** They have a 2-year-old daughter, **Claudia Alice** . . . **Eric Hauser** (see Page 7) has received word that **Stirling Moss,** the great British driver, will be here the week-end of Nov. 10-11 . . . Don't be surprised if **Ed Savin** gets an invite to race his AC Ace Bristol **(Bob Oker)** at Nassau early in December .. . **Johnny von Neumann** races the Monza Ferrari at Palm Springs, Nov. 3-4, saving the 3.5 for Nassau.

Surveyors are supposed to be at work on a proposed track 1½ hours' drive from Los Angeles in a 40-square mile area . . . General Petroleum's **John (Parky) Parkinson** and wife **Laura** announce the birth of a 7-lb. 5-oz. son, **Gregory Lee** . . . **Ed Ness** reports chances are Grand Prix Sports Car Center will return **Jerry Austin's** D-Jag to a running state. Two experts there are **"Mac" McGregor,** Indy vet, and **Ted Marquis,** sports car specialist deluxe.

Many thanks to **Art Peck** of CBS in New York for sending us the top-flight Eastern coverage of sports car racing by the NY Times' **Frank Blunk** and the Herald Trib's **Denise McCluggage.** Races there get space compared to local coverage . . . **Hal Moody,** the Michelin "X" tire mogul, damaged his 190SL badly when he cracked into two cars to avoid a child who jumped in his path from between two parked vehicles.

They say the **Dan Jeffries** $ was not forthcoming for the Goliath undertaking and that he has been supplanted by **Bill Wright** . . . Any bites for the West Coast distributorship for the Italian Maserati? Contact MOTORACING . . . How about **Carlyle Blackwell, Jr.,** as next prexy of the CSCC? And new members of the Board of Pharaohs to include the likes of **Al Torres, Cam Cooper, E. Forbes-Robinson** and **Lester Nehamkin** (if he joins the club)? They're all solid, know sports car racing and would really help.

Steve Da Costa reports from Honolulu that a big Hawaii Race Week, an international event luring some of the world's top drivers and cars, is a good possibility. Wonder who the mazuma interests from the Mainland are? . . . **Midge Copps** sold her Sunbeam and is now in Honolulu . . . Helping make the **Phil Hill party** at the Press Club a titanic hit last week were such well-known sponsors as **Peter Page** of Lodge spark plugs, **Amos Corgiat** and **Chuck Wheeler,** Western Valvoline reps; **Carl Gardner,** the Gardner-Reynolds Dunlop tire chieftain, **Johnny von Neumann** of Competition Motors, and **Dick McEntyre** of General Petroleum.

Visiting Gardner on business last week from Buffalo were **Lester Hill,** Dunlop tire sales manager, and **Charles Bernhardt,** manager of battery and imported tire sales. . .

. . . Palm Springs should be a rip-snorter. The same bongo drummers, who were such a sensation at the Santa Maria races, will provide the entertainment at a scorching spa whing-ding . . . **George Cary, Jr.,** race coordinator for the SCCA PS races, was feted at a cocktail party given at **Maxine (Mike Hamilton's** home last Monday eve on his return from Europe. He and **Dusty Mahon** showed top films taken of European races this season.

Cam Cooper has subscribed to MOTORACING for the projected Sports Car Club. This club idea is a terrific deal—and deserves the backing of all sports car enthusiasts. Check story on Pg. 1 . . .Anything to the rumble that the Sacramento course is no more? . . . **Alan LeMay** has purchased a Ferrari Monza from **Tom Bamford.** Reported tab was eight grand . . . **Dick Troutman** now has a modified T-Bird . . . Strange indeed that **Phil Hill** isn't going at Pomona, Oct. 20-21. Maybe nobody has offered him a ride . . . Women's Sports Club nominating committee is comprised of **Vi Jones, Elaine Bond, Jo Lancaster, Myra Jones, Louise Wise, Davlene Warshawsky** and **Judy Wilder.** They were due to present a slate at the last meet, and further nominations for 1957 officers may be made from the floor at the Nov. huddle . . . **Bunny Jennings,** new WSCC member, will act as secy. for the So. Calif. Council of Sports Car Clubs.

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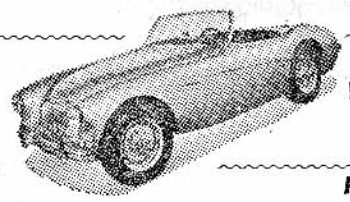
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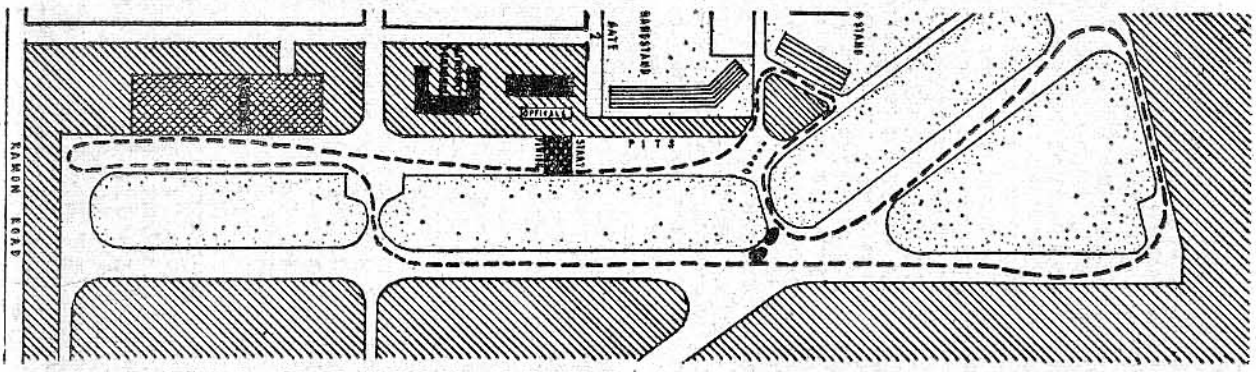

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